

Message Text

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70

ACTION EB-11

INFO OCT-01 EUR-25 NEA-10 ISO-00 CAB-09 CIAE-00 COME-00

DODE-00 DOTE-00 INR-10 NSAE-00 RSC-01 H-03 L-03 PA-04

USIA-15 PRS-01 SPC-03 SS-20 NSC-07 DRC-01 /124 W

----- 010688

R 291115Z MAR 74

FM AMEMBASSY PARIS

TO SECSTATE WASHDC 7907

INFO FAA WASHDC

AMEMBASSY ANKARA

AMEMBASSY BRUSSELS

UNCLAS PARIS 7759

BRUSSELS FOR FAA

E.O. 11652: N/A

TAGS:ETRN, FR

SUBJECT: CIVAIR: TURKISH AIRLINES CRASH

1. LE FIGARO OF MARCH 28 REPORTS RENE LEMAIRE, HEAD OF GOF TEAM INVESTIGATING CRASH OF TURKISH AIRLINES' DC-10, AS TAKING EXCEPTION TO REMARKS BEFORE SENATE SUBCOMMITTEE BY MILLER OF NTSB SUGGESTING THAT IMPROPER CLOSING OF DC-10 DOOR BY "ILLITERATE" EMPLOYEE AT ORLY COULD HAVE BEEN AT ORIGIN OF CRASH. LEMAIRE IS QUOTED AS FOLLOWS: " IT IS PREMATURE TO SAY THE LEAST TO LAY THE BLAME FOR THE ERMENONVILLE CATASTROPHE ON THE BUNGLING OF AN ORLY EMPLOYEE. WE HAVE NOT YET COMPLETED OUR INVESTIGATION. AT THE PRESENT TIME, A DEFICIENCY IN THE BAGGAGE DOOR MECHANISM IS CONSIDERED TO BE THE CAUSE OF THE ACCIDENT, BUT THERE IS NO BASIS IN ADDITION FOR PLACING BLAME ON A HUMAN FAILING."

2. LE FIGARO ADDS THAT REPORTS OF THE MILLER

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TESTIMONY PROVOKED CONSIDERABLE REACTION IN AIRPORT

CIRCLES AT ORLY. IT IS POINTED OUT THAT WHILE THE PARIS AIRPORT AUTHORITY IS RESPONSIBLE FOR SUPPORT OPERATIONS ON THE GROUND, THIS IS SUB-CONTRACTED OUT TO A SPECIALIZED FIRM, SAMOR. THE EMPLOYEE WHO CLOSED THE BAGGAGE DOOR ON THE TURKISH AIRLINES DC-10 ON MARCH 3 HAD BEEN ON THE JOB FOR SIX YEARS, HAD PERFORMED SATISFACTORILY AND WAS FAMILIAR WITH DOOR CLOSING MECHANISMS. NOTED LE FIGARO , WHICH THEN ADDS: "THE FACT THAT INSTRUCTIONS ON THE DOOR OF THE DC-10 ARE PRINTED IN ENGLISH MEANS THAT WHETHER OR NOT ONE COULD READ FRENCH WAS OF NO UTILITY IN THIS CASE."
(COMMENT: AVIATION WEEK CORRESPONDENT INFORMS US HE UNDERSTANDS THAT EMPLOYEE WHO CLOSED DC-10 DOOR WAS "ARAB," I.E., PRESUMABLY ALGERIAN OR MOROCCAN FOREIGN LABOR.)
STONE

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NNN

Message Attributes

Automatic Decaptioning: X
Capture Date: 01 JAN 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: CIVIL AVIATION, AIRCRAFT ACCIDENTS
Control Number: n/a
Copy: SINGLE
Draft Date: 29 MAR 1974
Decaption Date: 01 JAN 1960
Decaption Note:
Disposition Action: n/a
Disposition Approved on Date:
Disposition Authority: n/a
Disposition Case Number: n/a
Disposition Comment:
Disposition Date: 01 JAN 1960
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1974PARIS07759
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Film Number: D740069-0955
From: PARIS
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1974/newtext/t1974034/aaaaaddm.tel
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Review Content Flags:
Review Date: 08 AUG 2002
Review Event:
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Review History: RELEASED <08-Aug-2002 by elbezefj>; APPROVED <12-Aug-2002 by golinofr>
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US Department of State
EO Systematic Review
30 JUN 2005

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Review Withdrawn Fields: n/a
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Subject: CIVAIR: TURKISH AIRLINES CRASH
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Markings: Declassified/Released US Department of State EO Systematic Review 30 JUN 2005